



CITY OF SAINT CHARLES, MISSOURI

ADA SIDEWALK TRANSITION PLAN

Project Fact Sheet

Why is the City preparing a Sidewalk Transition Plan?

Any public entity with over fifty (50) employees is required to have an ADA Transition Plan by Title II of the Americans with Disability Act (ADA). This act requires the City to provide access to all individuals, including those with disabilities, to all programs, services, and activities that the City offers. Sidewalks and curb ramps are some of the facilities covered under Title II of the ADA. The Plan will provide an administrative ADA policy for the City that establishes guidelines on providing ADA compliant facilities within the public right-of-way. The development of the plan also gives the City an opportunity to take a comprehensive approach to assessing the existing compliance and physical condition of pedestrian accommodations throughout the City. This will allow the City to identify deficiencies, prioritize construction and develop a budget to remove existing barriers to handicap accessibility throughout the City.

What will be included in the Sidewalk Transition Plan?

The ADA Sidewalk Transition Plan will include an evaluation of all existing pedestrian accommodations on City right-of-way, including sidewalks and curb ramps. The Plan will include a public coordination component, evaluation component and an implementation component. The Plan has been separated into two phases. Phase 1 is the development of the administrative policy used to evaluate and provide guidance for compliance with the ADA requirements. Phase 2 is a citywide evaluation of the existing sidewalks to rate the level of compliance and condition of the system. We are currently in Phase 1.

The initial phase of the project will produce an administrative policy document with ADA guidelines and the development of a Geographic Information Systems (GIS) database that will store and prioritize the sidewalk / ramp repairs based on the information collected in Phase 2 of the project. Public coordination is a major aspect of the Phase 1 plan development. Input from those who use the system, especially those with disabilities, is extremely important. The Plan will also formalize the resident-City interaction by developing forms that residents can fill out to notify the City about a specific sidewalk / ramp condition or file a grievance regarding a non-ADA compliant facility. This process will help ensure that each issue will be reviewed.

Phase 2 will be the self-evaluation component and will consist of a City wide assessment and inventory of the pedestrian facilities within the right-of-way. Over 400 miles of sidewalk and more than 15,000 handicap ramps will be reviewed during this project. While the majority of the sidewalks and curb ramps will be completed in Phase 2, Phase 1 includes a sample inventory of four test areas to calibrate the evaluation criteria in different locations throughout the City that exhibit unique challenges such as the Historic District, business districts, subdivisions, or dense urban areas.

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The implementation component of the ADA Sidewalk Transition Plan will include a systematic approach to improving the facilities over a multi-year period with the highest priority sidewalks being improved first and the lower priority facilities being improved as funds become available. This component will not formally begin until the City-wide inventory is completed during Phase 2. A sample prioritization will be developed and tested using the data gathered during Phase 1.

How will the City prioritize the sidewalk repairs?

With limited funding available, it is impossible for the City to update the entire sidewalk and curb ramp inventory at one time. The sidewalk and curb ramps will be prioritized based on a comprehensive scoring system that combines individual assessments for ADA compliance, physical condition and a global score based on the proximity to public facilities and pedestrian destinations. The scoring system assigns prioritization scores to each of the components based on the severity of non-compliance or defect relative to the impact on accessibility and pedestrian safety. The location of these defects will increase the importance of repairs in areas of high pedestrian traffic and areas near public facilities such as schools, City facilities and parks. The scoring system will act as a guide as the City improves its existing facilities.

How can I help with the ADA Transition Plan?

Attached to this fact sheet is a Pedestrian Accessibility Survey to help the City get a better understanding of how citizens, including those with disabilities, use the City's pedestrian system, and the obstacles that have the greatest impact on their travel. The survey includes pictures of various common problems with curb ramps and sidewalks and asks the citizen to list the obstacles that have the greatest negative impact on their travel. The survey will provide the City with useful information on how residents are using the sidewalks and give residents an opportunity to provide information on current locations that inhibit pedestrian access.